

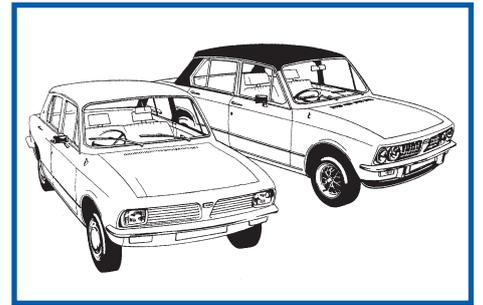
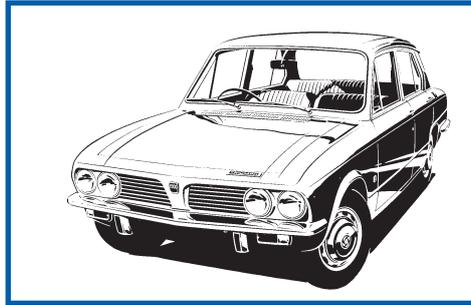


1300/1500 & Dolomite

BUYERS

THE
TRIUMPH
SPORTS SIX
CLUB

GUIDE



THE RANGE

This diverse range of cars, was designed by Triumph as the eventual replacement for the Herald model in the range, launched in 1965, was the 1300 FWD which had 4 doors and utilised the 1296 type engine and a special front wheel drive gearbox. The more powerful 1300TC (Twin Carb) was the range in 1967. In 1970 the original car was upgraded with a 1493cc engine, which became the

Other styling changes that were made included revised interior, and four headlamps which was a change that would be retained on later cars. Due to these styling changes the 1500 was 7" long at this point Triumph engineers developed the new shell to include a modified floor pan that would allow transformation to rear wheel drive, with a conventional gearbox and propshaft. They also developed at the time a 2 door version of this shell, making it a very versatile range. Rear Wheel Drive was introduced in the form of the Toledo 1300 in 1970, with the shorter bodyshell and single rectangular headlamp.

versions were fitted with drum brakes to the front which were replaced with discs in 1972. A 1500TC was added to the range as was a four door. The 1500 FWD was discontinued and replaced by the 1500TC in 1973 which used the longer bodyshell and the four headlamps that its predecessor used.

The Toledo name was used until 1976 then using the longer bodyshell it was renamed the Dolomite 1300. The 1500TC was also replaced by the Dolomite 1500 which used the twin carbs and single rectangular headlamp. The first Dolomite badged car appeared in 1972 this was the 1850, there was a new engine in the form of a 4 cylinder OHC slant engine, with twin SU carburettors. An all synchromesh four speed gearbox with overdrive was used, with the option of a three speed Borg Warner automatic gearbox. The interior was different with wooden fascia, alloy spoked steering wheel and high quality trim and carpets.

The Sprint was introduced in 1973, and was the first series production car to be made in Britain to use a 16 valve head, this powerful 1998cc engine produced 110hp and was mated to a Stag type gearbox with optional overdrive or automatic transmission.

All Sprints were supplied in 4 door form, with alloy wheels as standard and a vinyl roof.

Model	Comm. No. Prefix	Total Built
1300 FWD	RD	113008
1300TC FWD	RF	35342
1500 FWD	WB upto 72 YB 72 on	66353
Toledo 1300 RWD	ADG/ADK/ADF*	113294
Toledo 1500 RWD	DM*	5888
1500TC	YC	25549
Dolomite 1300	WH	32031
Dolomite 1500	WG	43235
Dolomite 1850	WF	79010
Dolomite Sprint	VA	22941

*Comm. No. Prefixes not an exhaustive list

BUYING A 1300/1500 OR A DOLOMITE? WHAT TO LOOK FOR



BODYWORK

Rust is the most important factor that affects all cars in the range. The main areas for concern are the inner front wings and front suspension turret areas, replacement/repair is possible but can be tricky if the entire inner wing needs replacing. Other areas that will require your attention are sills, bottom of doors, floor and boot floor panels, also pay close attention to wheel arches and wings for rust and/or filler.

Other problem areas include the front panel, particularly where it joins the front wings and behind the headlamps.

Carefully check the body where the subframe for the front suspension attaches. Repair sections and replacement panels are available, so cars with problems in one or more of these areas can be remedied. Although if you are paying for this work to be done professionally you may quickly reach the point where the money you actually spend on the repairs will not be reflected in the finished value of the car.

Therefore it can be more cost effective to buy a good car initially than to buy a cheap one to restore.

MECHANICAL

Start the engine but don't rev. it. Listen for initial crankshaft rumble which should last no more than a few moments until the oil pressure has built up. Listen for tappet (as appropriate) and timing chain rattle. Pay particular attention to the Sprint engine that the oil light goes out quickly. There should be no excessive oil leaks but check the head gasket, sump gasket and the rocker cover gasket for any signs of leaks.

Check the suspension by bouncing each corner and allowing it to spring up and back down once. More than one cycle indicates defective shock absorbers.

Check that the brakes are not binding and that the handbrake is working efficiently.

Check the steering column and rack for excessive movement by rocking the steering wheel up and down and check that there is no play between moving the steering wheel and the road wheels moving.

The front suspension is mounted to a subframe, check that this is mounted securely to the body and check that all bushes associated with this are in good order.

Driving the car over an uneven surface will give some indication as to the condition of these components.

The 1300 and 1500 engines are sturdy reliable units which have no particular vices, however careful attention must be paid when checking the 1850 and Sprint engines as they are fitted with aluminium cylinder heads and any overheating that has occurred may have caused cylinder head warping. So check that coolant levels are correct and that there are no signs of leakage from associated pipework.

Low mileage cars or ones with a full service history are less likely to show these problems.

ROAD TEST

Make sure you are insured to drive the vehicle on the road!!

Move off in first gear and listen for knocks or clonks, which may point to worn transmission components.

Increase speed and move up and down the gears, ensuring that all gears select correctly with minimum effort. If an overdrive gearbox is fitted, check that it engages and dis-engages correctly in third and fourth gears. Cruise at around 50 mph and gently lift off on the accelerator, listening for noises. A regular knocking is likely to be a universal joint; a rumble is usually a differential problem.

Still at 50 mph slip the clutch, build up the revs and re-engage the clutch; it should bite cleanly with no slip.

Check for front wheel vibration and positivity of the steering. Vibration is usually caused by worn wheel bearings, a worn steering rack or incorrect wheel balance.

On a straight road, apply the footbrake with increasing pressure. The car should stop evenly without pulling to one side. Check the temperature gauge for overheating problems.

The points mentioned above are some of the main things to look for, but remember all cars are different, so take each one on its merits.

If you have any particular queries or questions, feel free to contact Club H.Q.

We will be happy to answer them for you.

WHY THE TSSC IS THE CLUB FOR YOU

**With in excess of 6,000 members currently in the Club the cars and their owners are well catered for.*

Monthly Magazine: The Courier. The monthly magazine of the Triumph Sports Six Club. Perfect bound and predominantly full colour, The Courier has up to 116 pages packed with advice; events information; general interest and informed technical articles covering simple tips to full restorations; and spares information from all the major trade houses.

The Courier also incorporates **Area News Review** packed with local news and events information.

Furthermore, The Courier contains the most comprehensive **Triumph Classified Adverts** likely to be found anywhere with sections covering both cars and parts for sale.

Insurance: We offer a total service to members, through five leading classic car insurers. We offer very competitive rates for 17-25 year olds and a tailor made scheme for over 25s, with limited or unlimited mileage options. A fully agreed valuation service that ensures your car is covered to its full value is also provided.

Spares: Availability for Triumphs is excellent with numerous specialists throughout the country giving discounts to Club members.

TSSC Club Shop: The Club's own after-market spares department specialises in Basic servicing items, hoods, interior trim, Colour matched Paint plus much, much more. Over 400 product lines are available giving savings on normal retail prices. Our service is second to none!! Ask any member. Free catalogue available on request. 24hr 7day access on www.tssc.org.uk

Technical Help & Hints: If this is your first Triumph you will be pleased to know that they are generally very easy to work on. But if you are unsure please contact the appropriate Register Secretary or the Club office. Whether you need to know the procedures or methods, parts required, prices or just a shoulder to lean on we are here to help.

Events & Social Meetings: Over 60 local Areas across the country organise meetings at least once a month. The TSSC also has wide ranging contacts across Europe and even further afield. This can be one of the most rewarding ways of enjoying your Club membership. Many Areas organise Treasure Hunts, Camping Weekends, drives in the country plus much much more. During the year a host of indoor and outdoor shows are organised by the TSSC, culminating in TriumFest UK in July at Donington Park, which attracts thousands of members from all over the world.

TSSC Headquarters: A must visit for all Triumph enthusiasts. Open Monday to Friday 9am.- 5pm. and selected Saturdays 10am. to 1pm. See the great selection of Club cars permanently on show. Cars include the Earls Court Herald launch chassis prototype 4 door Herald, Courier Van, Concours Vitesse Mk.1, Vitesse MK II Convertible and GT6 Mk.3, Bond Equipe, Herald Coupe and 13/60 Estate, rally Vitesse, a Spitfire MKII and a racing Spitfire plus Guest Cars. Relax over a coffee in the members coffee bar or video room, or look up those technical details in the TSSC library. Products from the TSSC Club Shop, Regalia and books are also available over the counter.

Buying a car? - With a huge selection of cars for sale through the monthly magazine, the choice is yours. We are here to assist your choice whenever possible, and to help you get the right car for t